



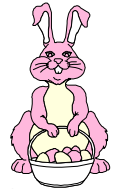
March 2005

## WEB VERSION

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# What's Happening



## *Navy Fire and Emergency Services Newsletter* *Protecting Those Who Defend America*

### *Deputy Assistant Secretary of the Navy (Safety), Connie DeWitte*

Shortly after CNI was established, I received a briefing outlining the transformation strategy designed to create a more flexible, agile and networked fire protection program. I have been watching with interest as Carl Glover and his staff carefully guide Navy Fire & Emergency Services (F&ES) through the initial stages of transformation.



Two of the tenets of transformation are to develop a more flexible fire service and a more agile workforce. In plain language that translates into doctrine, equipment, and training that allows the Navy to more effectively accomplish the F&ES mission. It requires firefighters with a much broader set of skills and capabilities that can be called on for a variety of emergency response needs. Many, but not all, of our Navy firefighters possessed various skills and levels of training, but there was no definitive Navy-wide standard for training and certification, particularly for emergency medical or hazardous materials response capabilities.

After analyzing the NFIRS data and determining that Navy firefighters respond to roughly nine times as many calls for medical assistance than fire calls, CNI made a conscious decision that the minimum level of certification for all Navy shore-based firefighters will be EMT-Basic. Taking advantage of the OPM's new firefighter classification guidance, CNI began standardizing the Navy level of emergency medical care in August 2004 by writing standardized position description (PD) modules for over 2,500 Navy firefighters. These PDs provided standardized EMS qualifications and clearly defined HAZMAT duties to better reflect the importance of these two missions. The development of standardized PD modules to build comprehensive position descriptions was an effective innovation pioneered by your CNI F&ES and Manpower staffs and is a reflection of the CNO's goal of a unified human capital strategy. This work resulted in the promotion of over 2,000 firefighters who possess better skills and are better equipped to lead our F&ES programs.

## *View From the Top (cont.)*

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## *From the PM*



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This investment in our civilian firefighters is only part of the broader CNI strategy to improve our Navy's fire protection capability. Over the next several years CNI is redirecting resources to recapitalizing our apparatus fleet, more than doubling the replacement rate of a few years ago, upgrading radios for interoperability on the new public safety frequencies, and consolidating and upgrading dispatch centers to provide faster response to emergency calls.

This restructuring of our civilian firefighter community was a monumental undertaking that was successful due to the hard work of many: CNI F&ES and Manpower staffs, Regional and Installation Fire Chiefs, National Unions, Local Union Presidents, staffs at OCHR, and your local HROs and HRSCs. Job well done!

Sincerely,  
Connie K. DeWitte  
Deputy Assistant Secretary of the Navy (Safety)

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## *From The Program Manager, Carl Glover*

The spring season is an enjoyable time of year as our weather starts to improve. Spring is also a special time for our office as we have the opportunity to review the Fire & Emergency Services award packages. It is always enlightening and refreshing to read and learn about all of the wonderful accomplishments Navy Fire & Emergency personnel are contributing in support of our vision, ***"Protecting Those Who Defend America."*** I think it is important that we pass along our ***Thanks*** to all of our F&ES personnel, as we support the mission during the especially challenging times.

As we continue with our transformation initiatives some reductions have been necessary and other mitigation measures are being implemented. These initiatives will provide significant annual savings with little measurable increase in risk to Navy personnel, property, or mission. The anticipated savings are reinvested into Navy Fire & Emergency Services, to better equip and prepare our firefighters for their expanding roles and responsibilities.

During transformation and realignments we must not lose sight of safety. Safety is paramount for our firefighters. As we change our force structure and organization, it is extremely important for everyone to review and evaluate firefighter safety at all levels. Fire Chiefs and other Fire Officers are required to evaluate staffing and response practices to ensure we remain in compliance with DoD staffing and response requirements. Based on actual fire ground conditions, Company Officers are often required to select the proper and safe fire tactics, while considering available resources on scene. In some cases it will be necessary to conduct investigative or defensive operations until enough personnel and equipment are assembled, to conduct safe interior fire attack for working fires. I cannot overstate the importance of this risk benefit analysis conducted on every response.

## ***From the PM (cont.)***

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## ***HazMat Conference***

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Firefighter safety is critical, please review your local procedures and implement changes as required to improve firefighter safety.

On a positive note ... Our Navy Fire & Emergency staff will be at full strength soon! Mr. William Casey and Mr. Rodney Coleman were selected to fill our two open staff positions. We are looking forward to having Bill and Rodney join our Navy F&ES team. Look for details in next month's edition of *What's Happening*. Regional Fire Chiefs are reminded to submit their nomination packages for the DoD/Navy awards by 1 Apr 05. ***Always Put Firefighter Safety First!***

v/r Carl

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### ***Register Now for IAFC HazMat Conference***



Recent events reinforce the need for HazMat, WMD and homeland security training

**Register now for HazMat 2005, the premier conference for fire service HazMat teams.** For 22 extraordinary years, the International Hazardous Materials Response Teams Conference has been the best source of information for hazmat and homeland security personnel.

The 2005 International Hazardous Materials Response Teams Conference will educate, entertain and engage you and your team in each conference event! Don't miss your opportunity – with over 700 attendees, space at this conference is limited, so register early! Visit <http://www.iafc.org> to register.

Wednesday, June 1<sup>st</sup> has been set aside as DoD day.

"An education isn't how much you have committed to memory, or even how much you know. It's being able to differentiate between what you know and what you don't."

*-Anatole France*

## *Last Alarms*

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## *Last Alarms*

To date, 33 firefighter fatalities have been reported to USFA in 2005. The following line of duty deaths were reported since we published our last issue:

**Michael Lee Crawford**  
Lieutenant  
Age: 51  
Date of Death: 02/15/2005  
Carroll County Fire Rescue (GA)

**Grady Burke**  
Captain  
Age: 39  
Date of Death: 02/19/2005  
Houston FD (TX)

**Michael Mercurio**  
Firefighter  
Age: 52  
Date of Death: 02/18/2005  
Urbandale FD (IA)

**Michael Aunkst**  
Firefighter  
Age: 45  
Date of Death: 02/27/2005  
Benedict VFD (NE)

**Henry Hobbs**  
Senior Forest Ranger  
Age: 37  
Date of Death: 02/21/2005  
Florida Department of Forestry (FL)

**Thomas Mower**  
Fire Police Officer  
Age: 62  
Date of Death: 03/03/2005  
Goodwill Fire Company (PA)

**Lonnie Wayne Nicklas**  
Fire Chief  
Age: 39  
Date of Death: 02/24/2005  
Shepherd VFD (TX)

**Jerry Buehne**  
Fire Chief  
Age: 64  
Date of Death: 03/10/2005  
Affton Fire Protection District (MO)

**James E. Mero, Jr.**  
Deputy Fire Coordinator/Investigator  
Age: 51  
Date of Death: 03/09/2005  
Essex County OES (NY)

**Jose Victor Gonzales**  
Pilot  
Age: 45  
Date of Death: 03/10/2005  
USFS, Sabine National Forest (TX)

**Charles Lynn Edgar**  
Fire Management Officer  
Age: 54  
Date of Death: 03/10/2005  
USFS, Sabine National Forest (TX)

**John Greeno**  
Fire Base Manager  
Age: 51  
Date of Death: 03/10/2005  
USFS, Sabine National Forest (TX)

**Andre Ellis**  
Sergeant  
Age: 39  
Date of Death: 03/16/05  
Dixie Suburban FD (KY)

**Al Wright**  
Fire Chief  
Age: 54  
Date of Death: 03/21/2005  
Hollywood VFD (AL)

True heroism is remarkably sober, very undramatic. It is not the urge to surpass all others at whatever cost, but the urge to serve others, at whatever cost.

- Arthur Ashe



## ***Travel Card Alert***

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## ***Lost Personal Data of DoD Bank of America Government Travel Card Holders***

Deputy Assistant Judge Advocate General, Legal Assistance

In late December 2004 the Bank of America suffered the loss of computer data tapes. These tapes contained government travel card account numbers for 1.1 million Department of Defense Bank of America government travel cardholders (military and civilian; all Services; active and reserve components; open and closed accounts). The tapes also contained personal information (names, Social Security account numbers, and addresses) for 933,000 of these 1.1 million accounts. Bank of America began mailing letters to cardholders on 25 February 2005.

The U.S. Secret Service has jurisdiction over investigations into credit card fraud. They were notified as soon as the loss was discovered. Their investigation is ongoing. To date, neither law enforcement agencies nor the Bank of America has detected any suspicious activity connected with the lost data.

DoD cardholders who receive a letter from the Bank of America describing the loss of the tapes need to understand that their personal information was on the missing tapes. These DoD cardholders should be especially vigilant for any signs that other people may have attempted to exploit their personal information.

DoD cardholders who receive notification letters should consider placing a fraud alert on their credit files. (A fraud alert stays on a credit file for 90 days and tells creditors to contact the cardholder before the creditor opens any new accounts or changes existing accounts.) To place a fraud alert, cardholders can call any one of the three major credit bureaus (Equifax, 800-525-6285; Experian, 888-397-3742; Trans Union Corp, 800-680-7289; as soon as one credit bureau confirms a fraud alert, it notifies the other credit bureaus). All three credit bureaus will then send credit reports to the cardholders, free of charge, for their review. Notified cardholders should review the credit reports for any suspicious activity (such as unexplained new accounts) regularly, for at least eighteen months.

If a cardholder detects fraudulent activity on their government travel card, he or she should contact Bank of America immediately. If a cardholder detects any other suspicious activity or has reason to believe his or her personal information is being misused, the cardholder should contact local law enforcement and the local Secret Service field office. The cardholder should get a copy of the police report; many creditors want the information the report contains to absolve cardholders of fraudulent debts. A cardholder who detects suspicious activity also should file a complaint with the FTC at <http://www.consumer.gov/idtheft> or at 1-877-ID-THEFT (438-4338). Such complaints will be added to the FTC's Identity Theft Data Clearinghouse, where it will be accessible to law enforcers for their investigations.

Bank of America has established a dedicated toll free telephone number (1-800-493-8444) for questions or concerns connected with this loss of data.



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## ***Travel Card Alert (cont.)***

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Even if cardholders do not find any suspicious activity on their initial credit reports, the Federal Trade Commission recommends that all consumers check their credit reports periodically. Checking credit reports periodically can help all consumers spot problems and address them quickly.

Office of the Under Secretary of Defense (Comptroller) provided each of the Services' and Defense agencies' government travel card Agency Program Coordinator with a list of affected cardholders on 25 February 2005.

General information is available at

[http://www.consumer.gov/idtheft/consumertopics\\_bk.html](http://www.consumer.gov/idtheft/consumertopics_bk.html)

The information in this LAPA was provided by Colonel Christopher Garcia, US Army, Director, Office of Legal Policy ODUSD (P&R) PI-LP. If you have questions or need assistance concerning these matters, please contact us at (202) 685-4642 or DSN 325-4642 or at [legalassistance@jag.navy.mil](mailto:legalassistance@jag.navy.mil).

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## ***Fire Chief Retires***

### ***NAS Meridian Fire Chief Retires.***

By James LaConte, CNRSE Deputy Program Director for Public Safety

Chief Dennis Byrd recently retired after 24 years total service, including 4 years service in the Army. While in the Army he pulled one tour of duty in Vietnam. He began his firefighting career at N.A.S. Meridian in 1984. He moved over to the Fire Prevention side in 1987 as a fire inspector. In 1990 he was reassigned overseas as a fire inspector at N.A.S. Guantanamo Bay, Cuba. Dennis was subsequently promoted to Asst. Fire Chief in GTMO and returned to N.A.S. Meridian in 1995 as the Training Officer. Dennis was also assigned to Sigonella, Italy as Fire Chief, returning to N.A.S. Meridian in 1999 as the Asst. Fire Chief. In 2003 he was promoted to Fire Chief at N.A.S. Meridian until his retirement in February of this year.



Capt. Jeff Dickman, Commanding Officer NAS Meridian presents Certificate of Service to Fire Chief Dennis Byrd

Dennis will be missed by all as he and his wife climb aboard their boat and set sail to exotic locations around the Gulf.

The Navy F&ES Program Office wishes the Byrds Fair Winds and Following Seas!



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## *On the Job - Norfolk*

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## *ARFF Training Aboard USS Roosevelt*

By Jeff Kendle, Training Chief Navy Region Mid-Atlantic F&ES



Navy Region Mid-Atlantic Fire & Emergency Services provided live aircraft rescue fire fighting training to USS Roosevelt flight deck crews in mid-February 2005. The fire department provided an Instructor-in-Charge and two MAFTD operators each day to assist the ships forces. On a rainy Monday the Mobile Aircraft Training Device (MAFTD) made it's way to the flight deck of the USS Roosevelt via a 125-ton crane and an aircraft elevator. For two unseasonably warm and sunny days in the dead of winter we trained crews from the USS Roosevelt and the USS Eisenhower.



Ships forces provided a fully equipped BLS medical team and a rehabilitation area for rest and fluid replenishment. A Rapid Intervention Team manned a P-25 CFR in the event of a Mayday.

The ships forces integrated with fire department personnel to insure access to the ship, hazard boundaries were maintained, freshwater washes were provided at the end of each day and a freshwater wash and scrub was conducted at the end of the week. A total of 253 personnel participated in 44 live fire-training evolutions over the two-day period.




## Wildland Training Opportunity

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## If You Plan on Being in the Area...




**Southern California  
Association of  
Foresters & Fire Wardens  
75th Annual  
Wildland Fire Training  
and Safety Conference  
May 5 & 6, 2005  
Camp Pilgrim Pines**

**PROGRAMS**

- ☐ Color Coding Assessment Process for Structural Protection Risks in the Wildland Urban Interface.
- ☐ Large Fire History
- ☐ Infrared Mapping System
- ☐ Rattlesnake, Inaja & Loop Fires - Staff Rides
- ☐ 1970-2003 Fires-What Have We Learned?
- ☐ Fuels, Weather & Aircraft Update
- ☐ History of the Southern California Association of Foresters & Fire Wardens
- ☐ CDF Helitac 404 Burnover

**CONFERENCE COST: \$80**  
Includes 2005 membership dues, meals, lodging, refreshments and entertainment.

Registration opens at 8:00 a.m. on May 5.  
The conference begins at 10:00 a.m.



## Word Origins

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## Navy Jargon

MMCM (SS) Greg Peterman, USN, Retired

Hello Shipmates ... Ever wonder where the term “Ship’s Log Book” came from? In the old days of sail, literally the only way of determining a ship’s speed was to cast a small log secured to a line from the bow of the ship. By paying out the marked length of the line and timing how long it took for the log to reach the stern, the ship’s speed could then be calculated and noted in a book.



## Woman's History Month

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## March is Women's History Month

March 2005 marks the 18<sup>th</sup> Annual Observance of Women's History Month. This year's theme, "Women Change America," celebrates and honors the role of American women in transforming our culture, history, and politics. Women are leaders in American business, government, law, science, medicine, the arts, education and many other fields. American women of every race, class and ethnic background served as early leaders in the forefront of every major progressive social change movement.



Rear Admiral Grace Hopper

Since its beginning, our land has been blessed by noteworthy women who played defining roles in shaping our Nation.

- Rear Admiral Grace Hopper's spectacular scientific achievements have become internationally known. She changed the ever-growing world of the computer.
- Helen Keller overcame debilitating physical disabilities, showing us the power of a determined human spirit.
- Pasty Mink, first Asian-American elected to Congress, served 12 terms and was a founding member of the National Women's Political Caucus.
- Rebecca Adamson, a member of the Cherokee nation and founder of the First Nations Development Institution, which established standards of accountability regarding federal responsibility and reservation land reform.
- Mary McLeod Bethune opened a school for black girls in Daytona Beach that became Bethune-Cookman College. She served as advisor to President Roosevelt on minority affairs.
- Marie Lopez de Hernandez worked for the improvement of civic, educational and economic opportunity for the Mexican-American Community. She played a large role in development of the Raza Unida Party to gain power through politics.

Visit <http://www.nwhp.org/whm/all-honorees.html> for more information on National Women Honorees.

The history of American women is an expansive story of outstanding individuals who sacrificed much and worked hard in pursuit of a better world, where peace, dignity and opportunity can reign. The spirit of loving determination that shaped these pursuits continues to serve as an example to those who seek to better our Nation. American women of strength, vision and character have long influenced our country by their time, efforts and wisdom in vastly diverse ways to improve and enhance our government, communities, schools, religious institutions, businesses, military, and the arts and sciences. Today, more than 100,000 women are in our Navy's military and civilian diverse workforce and their contributions are countless. I encourage each of you to share this with all personnel in your region to highlight and honor the contributions American Women have made to our military and Nation.

## Master Jet Bases

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## Daylight Savings Time

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## What is a Master Jet Base?

One of the earliest conversations in the old NAVFAC F&ES Program Office centered on the Master Jet Base designation. We'd seen signs and prominent internet banners proclaiming Naval Air Station So & So as a MASTER JET BASE, but is that an official designation and what exactly constitutes such a designation? A careful look at NATOPS came up empty, as did a direct inquiry to NAVAIR. So is this an urban legend or what?

District Fire Chief Steve Vogt of Navy Region Mid Atlantic provided us with what we assume is a definitive answer:

I have talked with retired Chief Warrant Officer Joseph Salt (also retired Assistant Fire Chief NAS Oceana) about the MASTER JET BASE designation.

It is a term to signify the consolidation of assets given to select air base sites based on the assignment of like aircraft from multiple locations to a single base to support the Fleet mission.

Service, support, and supply facilities also had to be consolidated at these Master Jet Bases. Pilot Qualification Training and Fleet Pilot Combat Training for assigned aircraft must also be provided, as well as training facilities and schools to provide the fleet with support personnel (LSO, flight simulators, etc.).

Basically;

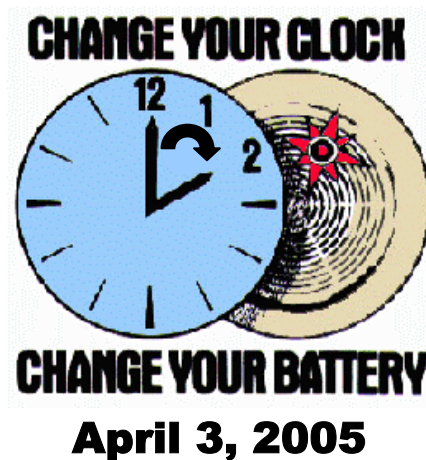
**House, Repair, Equip, Train, and Deploy Combat Ready Aircraft to be the Tip of the Nations Sword!**

Original **Master Jet Base** Designation was given to;

**East Coast:** NAS Oceana and NAS Cecil Field

**West Coast:** NAS Lemoore and NAS Miramar

Since NAS Miramar was transferred to the Marine Corps and NAS Cecil Field was closed, the only remaining MASTER JET BASES are NAS Lemoore and NAS Oceana. That's the best explanation we've found, if you know something different let us know!



## BRAC News

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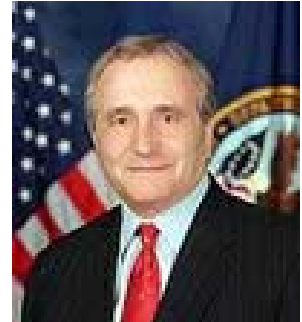


## Bush Chooses Former VA Chief For BRAC Commission

By George Cahlink

Former Veteran Affairs Secretary Anthony Principi will be nominated by President Bush to lead the 2005 Base Realignment and Closure Commission, the White House has announced.

Principi, 60, stepped down as VA chief in December and now is a vice president for pharmaceutical manufacturer Pfizer Corp. Previously, the decorated Vietnam veteran served as general counsel for the Senate Armed Services and Senate Veterans Affairs committees. He also held an executive post with defense giant Lockheed Martin Corp.



Anthony Principi

If approved by the Senate, Principi would head a nine-member panel charged with evaluating the Pentagon's plans for closing and realigning domestic military bases. By March 15, the President and congressional leaders must submit nominees to the Senate for the BRAC panel.

Senate Majority Leader Bill Frist, R-Tenn., has already nominated retired Army Gen. John Coburn and retired Adm. Harold Gehman; while House Speaker Dennis Hastert, R-Ill., has picked former Transportation Secretary Samuel Skinner and former Rep. James Hansen, R-Utah. On the Democratic side, Senate Minority Leader Harry Reid, D-Nev., has recommended former Rep. James Bilbray, D-Nev. House Minority Leader Nancy Pelosi, D-Calif., has only one choice, but has forwarded two names, Wade Sanders, a San Diego lawyer and former Clinton administration assistant secretary of Defense, and Philip Coyle, the Pentagon's former top weapons tester.

President Bush still has two additional picks for the BRAC commission. In mid-May, the Defense Department will make its recommendations for closures and realignments. The commission will then hold public hearings on the list and issue its final recommendations to the President by Sept. 8. The President must accept or reject the list in its entirety within 15 days; if it meets his approval, Congress has 45 days to reject it before it becomes law.

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## Hangar Fire Protection

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## NAVFAC Issues Interim Guidance on Hangar Fire Protection

We recently e-mailed copies of NAVFAC ITG FY05-01, *Design Criteria for the Fire Protection of Navy and Marine Corps Hangars* to all Regional Fire Chiefs. Every Fire Prevention section should have a copy of this guidance, contact your Regional Fire Chief for details.



## ***NFFF Names New Director***

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## ***Foundation Board Selects William Goldfeder To Serve As Director***

**Emmitsburg, Md.** - The Board of Directors of the National Fallen Firefighters Foundation has selected Battalion Chief William H. Goldfeder, E.F.O., to serve on the Board. Goldfeder, a nationally known speaker and advocate for fire service safety will serve on the 12-member Board that provides oversight and direction to the Foundation's many programs.

Chief Goldfeder, a firefighter since 1973 and a Chief Officer since 1982, serves as a Battalion Chief for the Loveland-Symmes Fire Department in southwest Ohio. He has also served as Chief in Ohio, Virginia and Florida. Additionally, he is the recipient of over 30 operational and administrative awards and recognitions and received the Loveland-Symmes Fire Department Departmental Award of Excellence in 2003. Chief Goldfeder recently completed his 6<sup>th</sup> year as a Commissioner on the Commission of Fire Accreditation International and has served on several NFPA and IAFC committees. He is currently a member of the IAFC Health and Safety Committee, as well as an IAFC representative on the National Firefighter Near-Miss Reporting Task Force.



Chief Goldfeder

Goldfeder is an associate/contributing editor for Fire Engineering Magazine, Fire/Rescue Magazine, Firehouse Magazine, The New York Volunteer Firefighter (FASNY), 1<sup>st</sup> Responder Newspapers, The PA Fireman as well as Firehouse.com and WithTheCommand.com. He is also a member of the Fire and Emergency Television Network. He is honored to be a frequent speaker at many local, State and regional fire seminars and conferences, as well as at national fire service conferences including FDIC, Fire Rescue International, JEMS and Firehouse Expo. He has spoken on and published numerous articles on subjects such as combination fire departments, fire command and tactics, firefighter and fire ground safety, apparatus design, and staffing.

“Chief Goldfeder is a nationally-recognized expert in the field of firefighter health and safety,” said Hal Bruno, Chairman of the Foundation. “He has become a leader in the campaign to reduce line-of-duty deaths, which has become a major initiative for the National Fallen Firefighters Foundation. We are fortunate to have him join the Board of Directors.”

For more information, contact the Foundation at (301) 447-1365 or by e-mail at [firehero@firehero.org](mailto:firehero@firehero.org). Visit [www.firehero.org](http://www.firehero.org) to learn more about Foundation programs.

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## ***Calling the Mayday- Part 2***

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Dr. Burton Clark, Ed.D, EFO, MIFireE

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### ***When Would You Call Mayday-Mayday-Mayday?***

Dr. Burton A. Clark

Reprinted with permission.

Hopefully you will never need to call mayday for yourself, or any other firefighter. But you need to be prepared to do so because your life may depend on this single decision.

When firefighters are asked, “When would you call Mayday?” you get some unexpected answers like: “I push the orange button on my radio.” or “I don’t have to worry about that because I am on the engine company and I have the hose line to find my way out. It is the truckees that go above the fire that need to call mayday.” These are actual answers from career firefighters in large metro fire departments.

When you push firefighters to answer the question they will usually rely on the statements in their SOP like “When Lost-Missing-Trapped and their life is in danger firefighters will announce Mayday-Mayday-Mayday.” When you ask the firefighter to give an example of Lost, Missing or Trapped they have a difficult time coming up with a specific example. Then they start including statements like “It depends on your experience” even though they have never had the experience of calling mayday.

The problem is that we have not clearly defined lost, missing, or trapped. We leave it up to each firefighter to define these terms. Somehow we think firefighters will intuitively know when to call for help. This is a very dangerous assumption. Presently we do not teach firefighters when and how to call mayday at the cognitive, affective, and psychomotor levels of learning to the Mastery level of performance.

If a firefighter must perform a decision making process and execute a set of skills very rarely or never in their career but the decision and behavior have life or death consequences they must be trained and retrained throughout their career.

We can learn from how the military trains pilots to eject. First, there are very specific ejection decision parameters for each type of aircraft. The ejection decision parameters are a series of IF- THEN logic statements for example: If conditions for no-flap carrier landing are not optimum, eject. If neither engine can be restarted, eject. If hydraulic pressure does not recover, eject. If still out of control by 10,000 feet above terrain, eject (NATOPS flight manual F-4J, US Navy 1995). There can be a dozen or more ejection parameters for a specific aircraft.

Once the trainees have these memorized they will confront these parameters at any time during flight simulator training. One pilot indicated that he had to eject 60% of the time during flight simulator training. Pilot trainees must then train physically on the ejection trainer. This is an ejection seat fixed to a vertical rail that catapults the student up, simulating the ejection process. The student must pass the process at the 100% proficiency level (70% is not a passing score on one chance -- only life and death tasks).

## ***Calling the Mayday- Part 2 (cont.)***

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Once the pilot and crew get their wings they still retrain on ejection every 6 months. They are also required to have flight simulator drills 6 times per year, during the training sorties they will be forced to make the ejection decision 3 or 4 times with 100% accuracy. The ejection doctrine is reviewed before every takeoff at the preflight briefing. Finally, each member of the crew realizes that the pilot is in charge of the plane but individuals are in charge of their ejection seat. Any crewmember can make the ejection decision if conditions fall within the ejection parameters (Capt. William “Stainless” Steele USAF personal interview May 16, 2002 {Stainless is a B1 bomber pilot he and his crew ejected December 12, 2001 over the Indian Ocean}).

In spite of all this training and practice pilots still fail or delay to eject. According to Richard Leland, Director Aero medical Training Institute Environmental Tectonics Corp., there are 10 reasons for failure or delayed ejection that must be addressed in ejection training:

1. Temporal Distortion (time seems to speed up or slow down).
2. Reluctance to relinquish control of one's situation.
3. Channeled attention (continuing with a previously selected course of action because other more significant information is not perceived).
4. Loss of situational awareness (controlled flight into terrain).
5. Fear of the unknown (reluctance to leave the security of the cockpit)
6. Fear of retribution (loss of the aircraft)
7. Lack of procedural knowledge
8. Attempting to fix the problem.
9. Pride (ego)
10. Denial (this isn't happening to me)

The military model of developing ejection doctrine may be useful to the fire service to develop Mayday doctrine for firefighters. The ejection doctrine for pilots begins as follows. “The first and absolutely most important factor in the ejection process is the decision to eject” (Ejection seat training operations and maintains manual. p.3-1, Environmental Tectonics Corp. Southampton, PA 1999). “You should understand that the decision to eject or bailout must be made by the pilot on the ground before flying. You should establish firmly and clearly in your mind under which circumstances you will abandon the aircraft” (Ejection seat trainer. p2 Environmental Tectonics Corp. Southampton, PA).

Based on this assumption we developed draft Mayday Decision Parameters for a Single Family Dwelling (SFD). The SFD was selected because it is a basic type of structure fire common to many fire departments, it is a high risk to firefighters, and was describable. Keep in mind that we will need a Mayday Decision Parameter for each type of structure we enter. A qualitative method was used that included brain storming (individual and small group) to create the specific parameters (the first research team to help develop these parameters

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## Calling the Mayday- Part 2 (cont.)

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were John Koike, Dennis Culbertson, Tommy Harmon, Linda Pellegrini, and Tom Wiley of the NFA Interpersonal Dynamics Class Dec. 20, 2001 instructors Paul Burkhardt and Howard Cross, research advisor Burton Clark). An opinion survey, using convenience sample populations (N=339), was used to determine if firefighters agreed or disagreed that they must call a mayday under specific conditions. This research methodology has significant limitations because it relies on judgment and opinion. The results are not conclusive and have not been field-tested. They are presented only to foster further discussion and study of fire service Mayday doctrine.

### Survey Results 339 Respondents

***Mayday Decision Parameters: Single Family Dwelling Detached, 1 Or 2 Story With Or Without Basement\* IDLH Environment SCBA In Use***

| A firefighter must call a mayday for themselves under these conditions. |  |
|---|--|
| % said YES  | Possible Mayday Conditions   |
| 98%   | Tangled, Pinned, or Stuck; low air alarm activation, Mayday                              |
| 94%   | Fall through roof, Mayday  |
| 92%   | Tangled, Pinned, or Stuck and do not extricate self in 60 seconds, Mayday                |
| 89%   | Caught in flashover, Mayday  |
| 88%   | Fall through floor, Mayday   |
| 82%   | Zero visibility, no contact with hose or lifeline, do not know direction to exit, Mayday |
| 69%   | Primary exit blocked by fire or collapse, not at secondary exit in 30 seconds, Mayday    |
| 69%   | Low air alarm activation, not at exit (door or window) in 30 seconds, Mayday             |
| 58%   | Cannot find exit (door or window) in 60 seconds, Mayday                                  |

**\*ASSUMPTIONS:** SFDs usually have a front door and back door. Most rooms, except for bathrooms, have at least one window that could be used as an exit. The exception to door and window assumptions will be the basement, attic, hallways, closets, storage areas, and attached garage. NOTE: SFDs with barred windows or windows too small or too high from floor to use as an exit are excluded from this MDP.

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## Calling the Mayday- Part 2 (cont.)

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**Respondents:** this was a convenience sample made up of National Fire Academy students N=181, Executive Fire Office Program graduates N=96, and Fire Department Instructors Conference students N=62 all respondents read the original Mayday article and/or were given an oral briefing on its contents before answering the survey. The responders ranged from recruit firefighters to fire chiefs, career and volunteer, small rural to large metro.

A significant challenge to firefighters under IDLH conditions is carbon monoxide affecting their judgment, motor skills, and sensory perception. In addition the environmental conditions smoke, heat, gases, and structural stability can change very fast and become deadly. The rapid intervention team takes time to rescue a firefighter; the window of survivability can be small.

The same 10 factors that cause pilots to fail or delay ejection may apply to firefighters failing or delaying to call mayday. Is it better for 100 firefighters to call mayday and not need it, then one firefighter not to call mayday and need it? By reacting to decision parameters a firefighter's perceived need for help is eliminated from their decision-making process. For example, if you fall through a floor you may not be injured, there may be no fire or smoke, you may be able to get up and walk right out of the building. The condition of falling through the floor is not normal something has gone wrong, your judgment is impacted and the event may be fatal. Calling mayday immediately is the only 100% correct response and that still does not insure survivability.

The fire service has rules to protect us: wear you seat belt, stop at red lights, wear you SCBA, use BSI, have a backup spotter. We do not rely on the firefighter's perceived need to comply with the rule or experience of the consequences to comply with the rule. Firefighters are expected to follow the rules and we hold them accountable. No one gets in trouble for following the rules. What are the rules for calling Mayday?

The purpose of this article is to generate discussion and research on fire service Mayday doctrine. The questions we need to answer are: What are the Mayday decision parameters for firefighters? How do we teach the Mayday decision-making process to firefighters? How much Mayday practice do firefighters need?

When would you call MAYDAY? That is a good question to ask all the firefighters in your department. Let us know if they all get the answer 100% CORRECT.

*Steven Auch, Captain Indianapolis FD & Raul Angulo, Captain Seattle FD contributed their knowledge and expertise to this article*

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"It is no use saying We are doing our best. You have got to succeed in doing what is necessary."

- Winston Churchill



## ***O<sub>2</sub> Cylinder Danger***

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## ***A Lesson About Oxygen Cylinders***

By Captain Stephen T. Miles, A-Shift Safety Officer, Virginia Beach Fire Department

Please ensure that your oxygen cylinder is properly secured in the EMS bag.

When you check off the O<sub>2</sub> cylinder, remove the cylinder from the bag to a well-vented area and bleed off the residual pressure. Not inside the rig! Make sure that you are using a proper none sparking device to turn the cylinder on (not a steel adjustable wrench), make sure your o-ring is in place and finally, make sure that penlights and other battery operated devices are properly stowed.



The crew of Ladder 16 narrowly escaped major injury and a large fire that could have burned the rig up. After checking off the EMS bag, it was zipped back up and placed back in the compartment. Another bag was placed on top. The FF then removed the suction bag and started to check it off when fire emitted from the EMS bag. The FF grabbed the bag and tossed it in on the bay floor where other FF's tried to extinguish it. The relief valve was sounding and the impinging flame from the relief valve caused the cylinder to fail. Notice the breach in the cylinder wall at the shoulder of the cylinder. No one was injured in the fire or cylinder failure, but imagine the burn to the face level of a FF when the cylinder failed if it was still in the compartment.

A preliminary investigation suggests that the ignition sequence could have been a penlight (found melted to the underside of the cylinder) and under the penlight was a adjustable wrench. The O<sub>2</sub> somehow leaked and saturated the bag.



The EMS bag was placed back in the compartment and another bag placed on top. The weight of the bag compressed the cylinder on the penlight against the wrench.

This information is still preliminary and was put together with the help of BC Mike Gurley, BC Vance Cooper and John Lyons.

Please check your EMS gear and make sure penlights are not floating in the bottom of the bag; that your wrench is plastic or non-sparking; that you have the regulator gasket/o-ring in place, and you turn the O<sub>2</sub> completely off.

Pressurized gases including oxygen and air are dangerous and you need to handle them carefully.

## *On the Job - Lakehurst*

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## *Lakehurst Adds Command Module, Tests LDH*

By Richard Strasser, Fire Chief



Navy Lakehurst Fire Division recently placed a second Command Vehicle in service. This vehicle is equipped with a rear command center equipped with pull out command board, file drawer for building preplans, and storage areas for SCBA, gear and tools. Lakehurst firefighters also participated in a performance test of twelve-inch supply lines and the Iron Man monitor nozzle.



Exercising deployment of 12-inch supply lines.

## *CFAI Has Moved*

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## *CFAI Has Moved*



The new office address and phone numbers are;

4501 Singer Court, Suite 180  
Chantilly, VA 20151  
866.866.2324  
703.961.0113 Fax

### Upcoming site visits to DoD bases;

**Eielson AFB, AK**  
**Site Visit Dates: May 2005**  
Population Served: 0-9,999  
Dept. Type: Military (Air Force)

**McCord AFB, WA**  
**Site Visit Dates: TBD**  
Population Served: N/A  
Dept. Type: Military (Air Force)

**Lakehurst, NJ**  
**Site Visit Dates: TBD**  
Population Served: N/A  
Dept Type: Military (Navy)

### Accredited DoD Fire Departments;

|                                      |                                     |
|--------------------------------------|-------------------------------------|
| United States Air Force Academy, CO  | Elmendorf Air Force Base, AK        |
| Naval Air Station Patuxent River, MD | Hill Air Force Base, UT             |
| Naval Air Station Jacksonville, FL   | Naval Air Station Keflavik, Iceland |
| Navy Region Fire Hampton Roads, VA   | Vermont Air National Guard, VT      |
| Fort Lee, VA                         |                                     |

### Departments Awaiting CFAI Commission Ruling:

|                 |                         |
|-----------------|-------------------------|
| Langley AFB, VA | Rock Island Arsenal, IL |
|-----------------|-------------------------|

Visit CFAI and CFOD at their new web site: <http://www.cfainet.org>

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## *HazMat Placard Survey*

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## *Hazmat Placards Critical To Emergency Response, Survey Shows*

Ninety-eight percent of U.S. fire chiefs responding to a survey consider hazardous materials placards critical and essential to their emergency response, according to the survey conducted by the International Association of Fire Chiefs (IAFC).



The removal of hazardous materials placards from railcars and other containers continues to be a topic of discussion among homeland security officials. The IAFC opposes the termination of the current placarding system until a replacement system has been demonstrated to be effective and the fire service has been fully trained in its use.

The survey was sent to 7,340 IAFC members to determine the fire service's reliance on placards, signs on containers carrying hazardous materials that tell first responders what substances are inside.

Key findings of the survey:

- Ninety-eight percent of respondents said they use hazardous materials placards in their emergency response.
- Nearly every respondent replied that hazardous materials placards are critical or very important to their operations, with 70 percent responding "critical" and 28 percent responding "very important."
- Virtually no respondents indicated that placards are not very important or not a factor at all in their operations.
- Only 12 percent of respondents said they are aware of even potential alternatives to placards.

"The IAFC's survey underscores the importance of these placards to effective response," said IAFC President Chief Bob DiPoli. "Without them, America's first responders would have no idea what kinds of substances they are dealing with, posing a tremendous danger to America's communities and to the responders that protect them."

**Survey respondents indicated that without hazmat placards, the lives of the people surrounding a hazmat incident and responding firefighters would be in danger.** Many respondents also said that responses would take longer and costs would increase because they would have to treat every hazmat incident as a worst-case scenario.

In June, the IAFC will hold the 22<sup>nd</sup> International Hazardous Materials Response Teams Conference in Hunt Valley, Md. (near Baltimore). Additional information on the conference, including a registration form, is available at <http://www.iafc.org/conferences/hazmat/index.asp>.

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## ***Blast Injury Conference***

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## ***Navy FF Earns Lifesaving Award***



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***May 9-10, 2005***

***Alexandria, Virginia***

***Hilton Alexandria Mark Center***

### **About the Conference**

Explosive devices are commonly used by conventional military forces, insurgents, and terrorists as weapons both on and off the battlefield. The increasing threat of terrorism and the proliferation of inexpensive but lethal weapons require that military forces abroad and first responders and acute health care providers at home be equipped with the knowledge, training, and tools needed to prevent, mitigate, and respond to blast attack. The Technical Support Working Group, the U.S. national forum for identifying, prioritizing, and coordinating interagency and international research and development required for combating terrorism, is hosting the National Blast Injury Awareness Conference to provide military and civilian first responders and acute health care providers with an improved understanding of blast, blast injuries, and blast event response procedures. There is no cost to attend the conference. Visit <http://tswgnbiac.battelle.org> for more information.

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## ***Navy Firefighter Earns Ventura County Award***

Eight common people were recently honored for uncommon and heroic acts of courage. They were all awarded life-saving medals by the Ventura County Fire Department at its ninth annual Awards Luncheon held in Thousand Oaks on Wednesday. The awards program recognizes heroic, meritorious or outstanding actions by firefighters, other public safety agency members, organizations and the public. In all, the department handed out 22 awards.

On Jan. 27, Roland Burns, a Port Hueneme police officer, and firefighter Jack Koltaj, from Naval Base Ventura County, entered a burning home to find an elderly woman, who was trapped inside. The two rescuers found the 76-year-old woman on the floor, not breathing, next to her dog, which had perished. They then pulled her outside to safety, where resuscitation efforts were successful. Unfortunately, the fire did claim the life of another occupant of the home.

Ed. Note: Firefighter Koltaj will soon receive the Navy F&ES Lifesaving Award.



Firefighter Jack Koltaj

## ***Firefighter Injured in Iraq***

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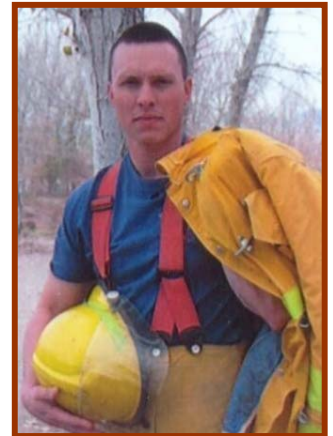


## ***China Lake Firefighter Critically Injured in Iraq***

By Ronald Sparling, Assistant Chief CLFD

A firefighter from Naval Air Weapons Station China Lake, serving with the Army National Guard, was critically injured recently in Iraq. Firefighter Michael Hill was treating an injured person when an improvised explosive device detonated, killing three and injuring eight, including Firefighter Hill.

Michael is currently being treated at the Walter Reed Army Medical Center in Washington D.C. where doctors are optimistic as to his prognosis and estimate that he will be able to return to work as in about 12 months. He will remain in Washington for at least four more months before moving closer to home for the remainder of his rehabilitation. His wife Adrienne and his mother Shelly are at his side in Washington soon to be accompanied by his father Greg and his two boys, Brody, 4, and Koby, 2.

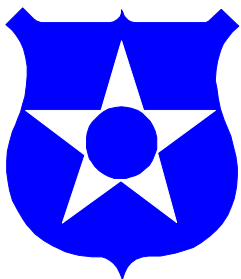


Firefighter Michael Hill

Firefighters and community members have set up numerous fund raising events with the proceeds being put into an account at a local bank to help offset the upcoming financial burden of the recovery process. Anyone wishing to make a donation should contact the Bank Of America office at 101 W. Ridgecrest Blvd., Ridgecrest, CA 93555 and ask for the Michael Hill Medical and Expense Fund, tax ID number 20-2405691.

We wish Michael a complete and expedient recovery and will keep him and his family in our thoughts and prayers. We thank all of the men and woman serving our country, may God bless and watch over you and your families until your safe return.

## ***Make My Day***



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## ***Do You Feel Lucky?***



## *New Fire Chief*

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## *Outstanding Research Projects*

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Department of Homeland Security

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## *NAS Meridian Selects New Fire Chief*

Jim LaConte, CNRSE Deputy Program Director for Public Safety

Please join me in congratulating Daniel (Chuck) Martin on his recent selection as Fire Chief for NAS Meridian!! He's going to be a great asset to the Southeast Team!!

**CONGRATULATIONS CHIEF!!!!**



## *NFA Announces Outstanding Research Projects*

The U.S. Fire Administration on Monday announced the names of the four fire service executives receiving the National Fire Academy's 2004 Annual Outstanding Research Awards.

The recipients are:

- **Deborah A. Prouty**, assistant chief, Los Angeles County Fire Department Los Angeles, Calif., for "Assessing the Impact of the Los Angeles County Fire Department Management Development Program."
- **Mark M. Brown**, superintendent, New South Wales Fire Brigades Sydney South, New South Wales, Australia, for "Stakeholder Views in Relation to the Introduction of Residential Sprinkler Legislation in New South Wales."
- **Jo-Ann Lorber**, fire lieutenant, City of Fort Lauderdale Fire-Rescue Department, Fort Lauderdale, Fla., for "Drowning...The Silent Killer of Children: Should the Fort Lauderdale Fire-Rescue Department Take a Proactive Approach in the Development of a Preventive Program?"
- **Elaine Fisher**, fire lieutenant, Orange County Fire Rescue, Winter Park, Fla., for "Research Based Guidelines for Decision Making in Hurricane Conditions: When Do We Stop Responding?"

More than 600 Executive Fire Officer Program applied research papers were completed during 2004 and submitted. The Outstanding Research Award recognizes excellent applied research projects completed by EFOP students. The award winning papers will be presented at the 17th Executive Fire Officer Symposium June 1-3, 2005, at the National Emergency Training Center in Emmitsburg, Md.

The Executive Fire Officers Program is designed to provide senior fire officers with a broad perspective on various and challenging facets of fire administration. Over a 4-year period, the officers continue their professional development in four courses at the Academy, which are recommended for either graduate-level or upper division baccalaureate credit equivalency by the American Council on Education. Participants in the program are required to complete an applied research project in their organization six months after the completion of each of the four course areas.

Contact the U.S. Fire Administration for a copy of the four projects via the Web or by phone, (800) 238-3358, Ext. 1639, and leave your request on voice mail.



## ***IAFF to Develop PPE***

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## ***IAFF Receives DHS Contract to Develop CBRN-Ready Turnout Gear***

The International Association of Fire Fighters has received a federal government contract from the Department of Homeland Security to develop, prototype and field test new structural firefighting personal protective gear with "enhanced chemical, biological, radiological, and nuclear protective qualities to account for today's new threats," according to an IAFF statement released Wednesday.

Firefighters currently do not wear structural firefighting PPE that can protect them in an environment where there has been a release of CBRN agents.

As part of its "Project HEROES" (Homeland Emergency Response Operational and Equipment Systems) initiative, the IAFF has received a federal government contract by the Technical Support Working Group with funding from DHS for the project. The IAFF has put together a project team of leading fire service organizations and major academia, including:

- The International Association of Fire Chiefs;
- Total Fire Group/Morning Pride Manufacturing;
- The National Personal Protection Technology Laboratory of the National Institute for Occupational Safety and Health;
- International Personnel Protection;
- The University of Massachusetts; and
- The University of Arkansas.

The IAFF said the project team is pursuing a two-track development, which will involve the selection of ensemble materials for the garments, gloves, footwear and hood combined with the design of ensemble element interfaces to afford protection consistent with current protective clothing standards.

The short-term track involves identifying and selecting available materials to optimize a composite with barrier material that provides thermal, physical and chemical performance.

Prototype ensemble designs will undergo extensive laboratory testing to validate the overall product performance and the impact of the ensemble of wearer human factors. Personnel in major metropolitan fire departments will help evaluate the prototypes. At the end of its contract term, the IAFF plans to deliver complete specifications for a field-ready firefighting protective ensemble.

The goal is create certified protective clothing that is as indistinguishable as possible from current structural firefighting gear and affords improved CBRN protection without sacrificing thermal protection, comfort and functionality.

"Give me a lever long enough and a fulcrum on which to place it, and I shall move the world."

*-Archimedes, Pappus of Alexandria*



## *Featured Fire Department for March 2005*

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### **FACT FILE**

#### **CNFK Fire Department**

##### ***Locations Served***

COMFLEACT, Chinhae  
Chinhae City, Korea  
Republic of Korea Naval Base

##### ***Number of Personnel***

Host Nation 12  
Military 1

##### ***Number of Companies***

Engine 1

##### ***Apparatus Fleet***

Engine 2  
HazMat 1



### ***Chinhae Fire Department Commander, Fleet Activities, Chinhae***

### ***First Runner-Up Navy Fire Department of the Year***



## ***Navy F&ES POCs***

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## ***Navy Fire & Emergency Services***

[http://www.cni.navy.mil/public\\_safety.html#fire](http://www.cni.navy.mil/public_safety.html#fire)

**Commander, Navy Installations Command  
2713 Mitscher Road, SW, Suite 300  
Anacostia Annex, DC 20373-5802  
FAX (202) 433-0623  
DSN Prefix: 288**

Branch Head, Consequence & Emergency Management, 202-433-4727

F&ES Program Manager, 202-433-4775

F&ES Senior Fire Protection Specialist, 202-433-4781

Support Contractors

202-433-4753 202-433-4782

## ***Job Links***

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## ***Job Links***

Interested in becoming a DoD firefighter? Follow these links;

OPM: <http://www.usajobs.opm.gov>

Army: <http://www.cpol.army.mil>

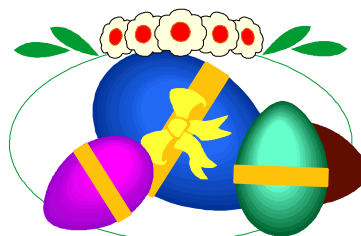
Navy: <http://www.donhr.navy.mil>

Marines: <http://www.usmc.mil/>

Air Force: <https://ww2.afpc.randolph.af.mil/resweb/>



**Happy Purim**



**Happy Easter**